

5.05.300 ABILITY TO MEET HOUSING NEEDS

5.05.310 RESIDENTIAL LAND INVENTORY

A key component of the Housing Element is a projection of a jurisdiction's housing supply. State law requires that the element identify adequate sites for housing, including rental housing and manufactured housing, and make adequate provisions of the existing and projected needs of all economic segments of the community. This includes an inventory of land suitable for residential development, including vacant sites and sites having potential for redevelopment, and an analysis of the relationship of zoning and public services to these sites.

5.05.311 Existing Residential Development



This former greenhouse is located in Sterling Park. The parcel is zoned for residential use and has a realistic development potential of nine single family detached units.

Existing housing units are identified on *Exhibit H-1, Housing* and *Exhibit H-2, Sterling Park Neighborhood*. These maps include all dwelling units constructed prior to May 1, 2009. As of May 1, 2009, there are a total of 403 dwelling units in the Town of Colma, 274 of which are located in the Sterling Park neighborhood and the remaining 129 of which are located outside of Sterling Park.

As of December 31, 2009, two single family dwelling units have been constructed since 2007; these units count towards meeting the 65 units allocated to Colma in the Town's RHNA.

5.05.312 Approved Residential Development

As of May 1, 2009, there are no residential projects under construction in the Town, nor are there any approved residential projects not yet under construction.

5.05.313 Development Potential

In total, there are parcels available for the development of approximately 75 new residential units, including 12 single family units and 63 multi-family units. Of these units, there is potential for at least 5 units available to

extremely low income households, 10 units to very low income households, 11 units to low income households, and 13 units to moderate income households. The potential for 75 new units exceeds the development need for 63 units to be constructed between 2009 and 2014.

5.05.314 Adequate Sites Inventory

Planning staff inventoried vacant and underutilized parcels in Colma to determine what land is available for development at various levels of density. These density levels were then equated to the affordability levels set during the RHNA process and the number of units which might be developed at each affordability level was estimated. The analysis was also completed using the actual average built densities for developments built on land with various zoning designations; the State has determined that it is not sufficient to simply calculate it at the zoned densities, especially if there are significant differences between zoned and built densities.

The Town of Colma's land inventory for future housing includes property zoned for multi-family use that is currently vacant, as well as land that is underutilized. The adequate sites analysis demonstrates that there is enough land to meet the ABAG Regional Housing Needs Allocation. The analysis for affordable housing units for extremely low, very low, low and moderate income households is based on the assumption that any property zoned to accommodate multi-family development of twelve or more units will produce 20% affordable units through the provisions of the Inclusionary Housing Subchapter 12 of the Colma Municipal Code.

The ability to provide affordable units in Colma is more dependent on available financial resources than zoning density. If qualified developments are able to obtain federal tax credits and other funding or incentives, there is a higher probability that more affordable units will be provided than in a development where no government or other subsidies are available or obtained.

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INSERT EXHIBIT H-1

BACK OF EXHIBIT H-1

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BACK OF EXHIBIT H-2

Several sites have development potential, including three parcels located in the Sterling Park neighborhood, two sites located along El Camino Real near the Colma BART Station, and one site located near the intersection of Old Mission Road and El Camino Real. A detailed site inventory describing the development potential of each, as well as site-specific constraints is provided in the following section.

A. Sterling Park Development Potential

Three separate vacant or underutilized parcels are located within the Sterling Park residential neighborhood. A site analysis has determined that 12 single family detached (SFD) units can be developed on these three parcels, which have a combined total area of 0.91 acre.

There are no governmental or site specific constraints impeding the development of these parcels with single family residences. All parcels are designated for single family residential development with a maximum allowable density of 13 units per acre. Sewer and water infrastructure capacity exists to accommodate the potential housing units. This amount of residential development in Sterling Park is already anticipated in the Colma General Plan.

Table H-17: Sterling Park Single Family Detached Development Potential

APN	Location	Designation & Zone	Acres	Dev. Pot.	Density Allowed	Constraints
008-126-100	C Street (southside)	Residential (R)	0.1	2	13 units/acre	None, infrastructure capacity exists
008-126-040	B Street (southside)	Residential (R)	0.7	9		
008-125-180	B Street (northside)	Residential (R)	0.11	1		
<i>Total</i>			<i>0.91</i>	<i>12 units</i>		

B. El Camino Real Development Potential

Two separate parcels are located along El Camino Real, near the Colma BART Station which is located just outside the Town's municipal boundaries. Together, these parcels total 1.13 acres. The presence of the Colma BART

Station is expected to stimulate development of multiple unit residential buildings and mixed use developments in this area. Sewer and water infrastructure capacity exists and can accommodate all potential housing units. Development of existing and projected parcels is already anticipated in the Colma General Plan.

The County adopted the Colma BART Station Area Plan which provides incentives for higher density development and density bonuses for affordable housing on unincorporated land near the BART Station. Additionally, Colma's Zoning Code provides density bonus incentives for affordable units.

Sandblaster Property – 7773 El Camino Real



A 0.53 acre parcel on the east side of El Camino Real is bounded by “C” Street to the north and the “D” Street stairs to the south. This parcel is referred to as the ‘Sandblaster Property’ due to its past light industrial use. The parcel currently, contains two billboards . The site is currently designated as residential/commercial.

Site-specific constraints include steep topography along the eastern and northern boundaries of the site. In addition, there may be specific environmental and physical constraints on the site. Although an in-depth environmental site evaluation has not been completed, it is anticipated that there may be some surface and sub-surface ground contamination on the site as a result of the long-term sandblasting business. However, a development proposal for the site was received in 2007 by the Town Planning Department. The proposal included 13 residential units located above ground floor retail uses with sub-grade parking serving the development, and was deemed appropriate and feasible. The application was not pursued by the applicant. Rezoning the site to a ‘Planned Development’ land use designation would allow for additional flexibility in the setbacks and other design standards applicable to the project. Planned Development designation allows for a project’s design to respond to site specific conditions, and encourages mixed use and residential development. The Town’s Inclusionary Housing Ordinance (Subchapter 12 of the Colma Municipal Code) includes

This 0.53 acre property, the former site of a sandblasting business at 7773 El Camino, is one of two developable parcels along El Camino Real. The site has a realistic development potential of 13 high density residential units. Site-specific constraints on the property include steep topography along the edge of the developable pad.

concessions and incentives for eligible development projects, subject to approval by the City Council, to facilitate development of affordable units on smaller sites such as the property at 7773 El Camino Real.

It should be noted that the project plans submitted in 2007 included this site and the two single family residential lots on C Street, mentioned in the Sterling Park Development Potential section, for a total of 15 units.

Bocci Property – 7778 El Camino Real

A 0.6 acre parcel on the west side of El Camino Real was recently reoccupied by a monument making light industrial operation. The parcel is referred to as the ‘Bocci Property’ due to the family name of the historic monument manufacturing company located there.



The 0.6 acre Bocci site at 7778 El Camino Real has a realistic development potential of 24 high density multi-family units. Site specific constraints on the property include a utility easement serving the adjacent Colma BART Station.

The parcel is bounded by the entrance to the Colma BART station to the north, the BART right-of-way to the west and south, and El Camino Real to the east. This parcel could be redeveloped with high-density residential or a mixed use development that includes high density residential. The property is currently designated for commercial use, which allows for multi-family residential.

Site-specific constraints on the parcel include its triangular shape, the close proximity of the BART tracks to the property, and an existing utility easement serving the adjacent Colma BART Station that reduces the buildable area of the property. However, a development proposal was previously submitted to the Town Planning Department, which took into account the site’s constraints. The proposal included 24 high density multifamily dwelling units over ground floor retail and was deemed to be a realistic development proposal. As with the other El Camino Real parcel, rezoning it to a ‘Planned Development’ land use designation would allow for additional flexibility in the setbacks and other design standards applicable to the project. Planned Development designation allows for a project’s design to respond to site specific conditions, and is anticipated to encourage mixed use and residential development. The development proposal has since been withdrawn and a small monument business has leased the property. While the terms of the lease are not known, it is likely that redevelopment of the site

with mixed-use (including high-density residential) will not occur while the monument business exists on site. Given the site's unusual shape and existing access, it is not recommended that residential development occur on the site while the present structures exist.

Table H-18: El Camino Real Parcels Multi-Family Development Potential

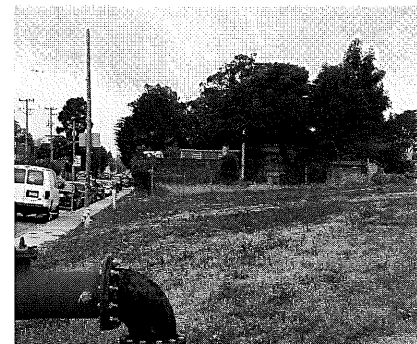
APN	Location	Designation & Zone	Acres	Dev. Pot.	Density Allowed	Constraints
008-127-020 (Sandblaster)	El Camino Real	Residential/ Commercial (Mixed Use) - (R/C)	0.53	13	30 units/acre	Topography, possible ground surface contamination
008-141-080 (Bocci)	El Camino Real	Commercial (Mixed-Use) - (C)	0.6	24	30 units/acre	Utility Easement, Triangular Shape
Total			1.13 ac	37 units		

C. Holy Cross Site Development Potential



An additional 3.32 acre development site is located on the north side of El Camino Real, near its intersection with Mission Road and the southern Town boundary. This site is referred to as the Holy Cross Site, as it is adjacent to the Holy Cross Cemetery and is owned by the Archdiocese of San Francisco. Although the maximum allowable density of 22 units per acre would allow for up to 73 multifamily units, site specific constraints reduce the realistic development potential of the site to approximately 26 dwelling units.

Site-specific constraints include its narrow and triangular shape, site topography and existing structural encumbrances on the site, including a small reservoir providing irrigation water to Holy Cross Cemetery. While the reservoir may be considered a significant constraint, the property owners have



entertained the possibility of relocating or eliminating the reservoir should the property be sold for development. The realistic development potential of 26 dwelling units was calculated by evaluating required off-street parking and taking into account the unusual and difficult to develop triangular-shaped site. However, it may be possible to get a greater number of units on the site using the flexibility allowed by the Planned Development zoning designation and creative solutions that may include sub-grade parking.

Because the site is unique and has a number of site-specific physical constraints, a rezoning to a Planned Development land use designation would allow for the most development flexibility in setting standards such as height, setbacks, ingress and egress, and landscaping. The Planned Development designation would be accompanied by plans for development, including site plans, floor plans, elevations, landscaping and other site improvements. Sewer and water infrastructure capacity exists and can accommodate all potential housing units. Development of existing and projected parcels is already anticipated in the Colma General Plan.

Table H-19: Holy Cross Site Multi-Family Development Potential

APN	Location	Designation & Zone	Acres	Dev. Pot.	Density Allowed	Constraints
011-370-220	Mission Road	Commercial (C)	3.32	26 MFD	22 units/acre	Topography, narrow and triangular site, existing infrastructure
Total			3.32	26 MFD		

The Town of Colma will continue to entertain proposals on the various opportunity sites and will work with developers on meeting the Town's development standards and overall design-related goals. The Planned Development designation allows flexibility in development standards, while not inhibiting the maximum densities allowed by the General Plan. In addition to the single-family residential infill opportunities, the realistic development potential on sites targeted for Planned Development are achievable.

In accordance with Government Code Section 65863(b), the City is required to establish a No Net Loss Program. This program requires that if any identified sites are developed at lower densities than anticipated, that the incremental loss of housing capacity will be accommodated elsewhere by either identifying other sites that have housing capacity or by rezoning sites within the Town to accommodate the lost capacity. One way to accomplish this is to require a minimum density rather than our standard practice of identifying a maximum density for a specific site.

5.05.320 GOVERNMENTAL CONSTRAINTS

As part of the Housing Element process, the Town analyzed its Zoning Code, permitting processes, development standards, and building codes to identify potential constraints for the development of housing. **Section 5.05.400** of this Housing Element proposes specific actions and implementation schedules to remove such impediments, where possible.

5.05.321 General Plan and Zoning

Colma's General Plan and Zoning Ordinance provide for a wide range of allowable residential densities in both residential and commercial districts. General Plan densities typically determine the maximum number of dwelling units allowed on a specific site. The Zoning Ordinance is consistent with the General Plan. Additionally, the Town has a Planned Development designation which permits relaxation of zoning standards. In the past, the Planned Development designation has been used to develop high density residential projects and is anticipated to be the most successful manner of developing the available parcels identified in the previous section, because of their unique site constraints and small size.

Development in Non-Residential Zones

As discussed earlier, the Town's Commercial/Mixed Use and Commercial Land Use Designations sites will accommodate a majority of the housing need for lower income units. The Colma General Plan specifically identifies the Commercial/Mixed Use designation for ground-floor retail/office with residential units above. The mechanism to effectuate a mixed-use development is the rezoning of the property to Planned Development.

This analysis is based upon two assumptions: that the identified sites allowing mixed-use will be developed with the residential uses and developers will build to the estimated realistic densities for each of these sites. The first of these assumptions is prudent in light of recent trends in the Town and sites near the identified sites. Developments near the identified sites were almost exclusively residential use projects or include a small portion of retail/commercial uses.

Residential projects have been proposed on two of the sites in close proximity to the Colma BART Station, lending credence toward the sites being developed with residential uses. There are several other reasons why the identified sites are likely to develop with the estimated residential capacity during the planning period:

1. Areas designated for mixed-use development have no minimum commercial component requirement, so developers are able to develop 100 percent residential (i.e. there is no vertical mixed use requirement) on mixed use sites.
2. The Town supports housing in the Town's mixed-use areas by assisting in site assembly.
3. The majority of mixed-use sites are not prime sites favored by commercial establishments.
4. The sites are located in close proximity to where other new residential development has been built or approved.

Thus, it is reasonable to assume that the identified sites will be developed as residential-use projects, at, or above, the estimated densities.

The zoning ordinance sets forth requirements that can affect the type, appearance and cost of housing to be built within the Town of Colma. The zoning ordinance includes standards for development determining minimum lot size, permitted use(s), minimum setbacks, maximum height limits and minimum parking standards. There is no lot coverage limit or floor area ratio standard for residential zoning districts in Colma. The building envelope allowed on a residentially zoned lot in Colma is determined by setbacks and height limits. There are two residentially zoned districts in Colma, the Residential (R) zone and the Residential - Sterling Park (R-S) zone. The R-zone allows single family dwellings by right (no land use entitlements required) and multi-family dwellings up to six units with approval of a Use Permit provided that the residential density proposed does not exceed that which is specified in the General Plan. The R-S zone allows single family detached dwellings only.

Development standards in Colma such as setbacks, building height and off-street parking are similar to or less restrictive than those in surrounding communities and would not be considered unreasonable development constraints. For example, the minimum side yard (10 percent of lot width) can be as narrow as 3.33 feet, which is much smaller than the 10 foot setback required by many San Mateo County jurisdictions. Colma allows a minimum lot size of 3,333 square feet, which is significantly smaller than most jurisdictions. In addition, Colma allows residential development on commercially-zoned parcels, which is a far less restrictive land use policy than found elsewhere in the County. The development standards for residential zones are summarized in the table below.

CURRENT R-S AND R-ZONE DEVELOPMENT STANDARDS

	R-S ZONE	R-ZONE
SETBACKS		
<i>Front (1st flr):</i> <i>(2nd flr):</i>	15' / 19' to garage None	15' / 19' to garage None
<i>Side (1st flr):</i> <i>(2nd flr):</i>	3'3"=10% of lot width or 10' whichever is less None	10% of lot width or 10', whichever is less
<i>Rear (1st flr):</i> <i>(2nd flr):</i>	15' 25'	25% of total lot area, not to exceed 25'
FAR:	No restriction. Governed by setbacks/height limits	No restriction- governed by setbacks/height limits
Height:	27'	36'

The parking standards are set forth in the zoning ordinance by district, and are defined in Section 5.01.080 of the zoning ordinance. These standards are summarized in the table below.

Residence Type	Spaces Required		Total
	Covered	Uncovered	
Single Family Detached: (Over 4 bdrms., add 0.5 spaces/each addl. bedroom)	2		2
Multiple Units:			
Studio	1	.5	1.5

1 Bedroom	1	.5	1.5
2-4 Bedrooms	1	1	2
Over 4 Bedrooms add .5 covered or uncovered for each additional bedroom			

The Zoning Ordinance includes provisions for residential structures existing or approved prior to March 1, 1988. These provisions require only one (1) parking space for each single family dwelling or for a multi-family dwelling having no more than one bedroom, and 1.5 covered parking spaces for each multi-family dwelling having two (2) or more bedrooms. If the existing units comply with these provisions, property owners are not required to provide additional parking spaces because of repairs, restoration, remodeling or additions to such units; however, if additional bedrooms are added to an existing single family dwelling, the number off-street parking spaces must be increased by 0.5 covered or uncovered spaces for each bedroom exceeding the total, existing and added, of four (4) bedrooms.

The density limits set forth in the Colma General Plan allow 13-30 units per acre in residentially zoned areas, and up to 30 units per acre in the mixed commercial/residential areas. Up to 30 residential units per acre are permitted in certain commercial areas through mixed-use developments, which are established through the Planned Development process. Through the establishment of a Planned Development, standards may vary including those associated with parking, building height, and Floor Area Ratio. Density bonuses are also permitted under specific circumstances.

Although development standards and densities are generally less restrictive than those found in other Peninsula communities, Colma's high proportion of land uses directly related to the large inventory of cemetery land discussed in the preceding section must be viewed as a constraint to future development of housing in Colma. This constraint is not, however, insurmountable in view of the availability of sites identified in **Section 5.05.313**. Existing residential development standards, such as setbacks, height limits and parking requirements have not constrained housing development in the Town. In many cases, they are less restrictive than other jurisdictions in San Mateo County, resulting in lower costs to develop housing. The flexibility afforded in the Planned Development process allows residential

development to achieve maximum densities while balancing livability and habitability standards.

5.05.322 Building Codes

The California Building Code is used in Colma. The Town's Building Official verifies that new residences, additions, auxiliary structures, etc., meet all construction and safety standards. Building permits are required for most construction work. Additionally, building code enforcement helps the Town maintain a safe building stock.

5.05.323 Permit Processing and Procedures

Building permits must be secured before commencement of any construction, reconstruction, conversion, alteration or addition. Approval of permit applications is based on conformity with the Zoning Ordinance, although the City Council has the power to grant variances from the terms of the Ordinance within the limitations provided by law.

Two ways of developing housing in Colma include the construction of individual single-family residential units on existing lots or the rezoning of larger properties to a Planned Development (PD) zoning designation for provision of multi-family or higher density housing. The Town of Colma does not have a specific multi-family zoning designation, so the Planned Development designation provides opportunities for multi-family housing. The Planned Development entitlement process requires the approval of a Conceptual Development Plan and a Detailed Development Plan and is subject to evaluation under the California Environmental Quality Act (CEQA). Construction of single-family residential units does not require discretionary review and is exempt from CEQA evaluation.

The table below identifies various entitlements and the estimated processing time for each. Because many applications require multiple approvals, many of these approvals run concurrently. Variance and Use Permit requests usually take only two to four months to process. Because Colma has no Planning Commission, decision-making is unusually streamlined.

Amendments and reclassifications to the Zoning Ordinance can be made by the City Council, subject to applicable provisions of state law and typically take four to six months to review. Procedures for amendments and reclassifications are stated in the Zoning Ordinance.

TYPE OF PERMIT	TYPICAL PROCESSING TIME	APPROVING AUTHORITY
Design Review	2-4 months	City Council
General Plan Amendment	4-6 months	City Council
Zoning Reclassification	4-6 months	City Council
Variance to Zoning Regulations	2-4 months	City Council
Planned Development Plan	6-8 months	City Council
Parcel Map (in conjunction with PD)	6-8 months	City Council/Public Works
Subdivision Map (in conjunction with PD)	6-8 months	City Council/Public Works
Negative Declaration	4-6 months	City Council
Environmental Impact Report	6-8 months	City Council

The Planned Development process can be summarized as follows:

Once an application for a Planned Development (which consists of a Rezoning and a Use Permit request, at a minimum) is received by the Planning Department, the application is reviewed for completeness and processed as a Conceptual Development Plan. Environmental review is completed during the Conceptual Development Plan phase. All applications

are processed concurrently, and entitlements are generally approved within four to six months of application filing. The final step in the approval process is a Detailed Development Plan. The development standards that provide a guideline for a Planned Development are those most closely associated with the General Plan land use designation. For example, the properties targeted for mixed-use along El Camino Real are designated as Commercial/Mixed Use in the Colma General Plan. Building heights, floor area ratios and setbacks adopted in the Commercial zoning district would be used as a guideline for a Planned Development.

The following is a summary of application fees for Planned Development submittals.

Planned Development Entitlement Application Fees	
Entitlement	Fee
Establishment of Planned Development	\$1,500 deposit
Major Use Permit	\$1,500 deposit
Design Review Permit	\$1,500 deposit

While deposits would be due at the time of application submittal, the applicant would receive a refund of any unused monies after completion of the entitlement process.

Single-family residential infill construction does not require land use entitlements, and building permit-related fees vary depending on the project's valuation. Provided that a proposal meet zoning code regulations, additions to and new construction of single family dwellings do not require review or approval by City Council. As noted above, single family dwellings are not subject to CEQA. Processing for a new single family dwelling would begin with building permit submittal and there are no neighborhood noticing requirements.

Upon submittal of a building permit application for a single family addition or construction of a new single family dwelling, the Building Department

routes the plans and application to the other City Departments for review. At that time there would be a detailed review of the proposed construction to determine if the project meets all municipal code regulations. There are no residential design guidelines for single family additions or new construction. During review of the application by the Planning Department, design of the proposed addition or new construction would consider overall mass and bulk of the project in relation to the surrounding neighborhood. While there is no specific design criteria, impacts of the addition on adjacent properties is considered during the plan check of the building permit application. Plan check comments are returned to the Building Department within 10-days of submittal so that comments can be provided to the applicant in a timely manner.

Building permit plan check and processing in Colma is efficient and timely. Building permits generally are processed in a few days. Building permits for projects that require approval of entitlements cannot be issued until CEQA review is completed and the City Council approves all entitlement applications. In order to expedite the process leading to construction, it is not uncommon for applicants to submit plans for building permit review while simultaneously proceeding through the CEQA and entitlement processes. Depending on the complexity of a project, building permit issuance ranges from a few days to a few weeks.

5.05.324 Fees

The cost of development within the Town of Colma includes planning and building plan check fees; permit fees; utility service fees, recycling fees, and school fees. In addition, the Town of Colma imposes a parkland dedication fee for subdivisions (Quimby fee) and if inclusionary housing is not included (where required) then a housing in-lieu fee may also be imposed. Local governments typically assess many different types of residential development fees. These include planning fees, building permit and related fees, capital facilities fees and development impact fees.

Planning Fees

Planning-related application fees required for development in the Town of Colma fall into two categories: flat fees and deposit against actual costs. Flat

fees are charged for processing applications through the Planning Department to develop property. Fees are due and payable upon making application, and are non-refundable. Based upon an analysis of staff hours and comparison with other jurisdictions, the fees set forth do not exceed the estimated reasonable cost of providing the service. The following table summarizes the flat fees applicable to development:

**FLAT FEES - LAND USE DEVELOPMENT PROCESSING FEES,
PLANNING SERVICES.**

TYPE OF PERMIT	FEE
Administrative Use Permit	\$280
Design Review, Minor	\$325
Sign Permit	\$382
Sign Review	\$102
Temporary or Short Term Use Permit	\$280
Tree Removal Permit	\$474
Use Permit, Home Occupation	\$50
Use Permit, Minor	\$905
Zoning Clearance for Retail Merchandising Unit	\$184

Deposit-based fees are required for processing major development applications through the Planning Department. The initial deposits shown below are due and payable upon filing an application, and are based on the typical amount of staff time necessary to process similar applications. If additional staff time is necessary to adequately evaluate an application, additional deposits will be required. In accordance with the Colma ordinance that established the current Master Fee Schedule, the total amount of deposit-based fees shall not exceed three times the initial deposit, plus reimbursable costs. Any unused deposits are returned to the applicant after a decision on the application has been made by the City Council. Proposed amendments require the same fees as an initial application. The following summarizes the deposit-based fees associated with typical entitlement applications for all types of residential development:

DEPOSIT AGAINST ACTUAL COST -LAND USE DEVELOPMENT PROCESSING FEES, PLANNING SERVICES	
TYPE OF PERMIT	INITIAL DEPOSIT
Design Review, Major	\$1,500
General Plan Amendment	\$1,500
Lot Line Adjustment	\$1,000
Parcel Map	\$1,000
Planned Development Plan	\$1,500
Subdivision Map	\$1,500
Use Permit, Major	\$1,500
Vacation or abandonment of Public Easement	\$1,500
Variance to Zoning Regulations	\$750
Zoning Reclassification	\$1,000

In addition to the above noted planning application fees, staff time associated with environmental review in accordance with CEQA (California Environmental Quality Act) review requires a separate deposit, which is due and payable at the time an application is submitted. As noted above, additional deposits will be required if the amount of staff time to evaluate the proposal exceeds the amount of the initial deposit. Any unused deposits are returned to the applicant after a decision on the environmental document has been made by the City Council. The total processing fee will not exceed the actual, reasonable cost of providing the service. In addition to the application and CEQA review fees, applicants are required to submit pass-through fees to the San Mateo County Clerk and California Department of Fish and Game, collected by the City after the environmental determination has been approved by the City Council. The following table summarizes the fees associated with environmental review of a proposed development (not specifically residential):

**CEQA REVIEW FEES FOR LAND USE DEVELOPMENT
PROJECTS - DEPOSIT AGAINST ACTUAL COST**

APPLICATION	INITIAL DEPOSIT	PASS-THROUGH FEES
Categorical Exemption	0	\$50-Document handling fee
(Mitigated) Negative Declaration	\$1,000 is prepared by Staff; otherwise 10% of the cost charged by an outside consultant	\$2,101.50 -CA Dept. Fish & Game fee \$50- Document handling fee
Environmental Impact Report	\$6,000 if prepared by Staff; otherwise 10% of the cost charged	\$2,919 -CA Dept. Fish & Game fee

	by an outside consultant	\$50- Document handling fee
Environmental Document pursuant to a Certified Regulatory Program (CRP)	-	\$992.50 –CA Dept. Fish & Game fee \$50- Document handling fee

The Town of Colma's Planning Department is funded heavily by fees, but the remaining cost of operating the department is subsidized by the Town's General Fund. In an August 2008 study that evaluated typical planning and building permit fees to construct a new single-family residence in Colma compared with other San Mateo County cities, Colma's fees fall near the low end of the range, considerably lower. Residential planning and building fees are broadly required by all jurisdictions in San Mateo County. In Colma, such fees are noted here as affecting development, but are not viewed as a governmental constraint.

The following tables provide estimated planning, building and impact fees when compared to other jurisdictions within San Mateo County. The fees are based on the following prototypical projects:

- One single-family residence: Three-bedroom unit with a 400 square foot garage, and a construction cost of \$500,000.
- Ten-unit condominium building: Each hypothetical unit is 1,200 square feet in size with a construction cost of \$400,000 per unit.

The fees identified in the following tables have been developed based on the costs of providing public facilities to new development.

SAMPLE OF SAN MATEO COUNTY JURISDICTIONS*
SINGLE FAMILY RESIDENTIAL – COMPARATIVE FEE ANALYSIS
(in dollars)

CITY	PLANNING/BUILDING FEE	IMPACT FEES	TOTAL
BELMONT	21,237	5,449	26,686
BURLINGAME	13,120	7,924	21,044
COLMA**	1,500	5,015	6,515
HILLSBOROUGH	22,879	8,830	31,709
DALY CITY	19,273	11,557	30,830
FOSTER CITY	11,615	6,312	17,927

MILLBRAE	21,764	15,884	37,648
REDWOOD CITY	10,966	34,406	45,372
SAN CARLOS	17,316	12,236	29,552
SAN MATEO COUNTY	17,456	8,476	25,932
AVERAGE	15,712	11,609	27,321

Source: *21 Elements Technical Advisory Committee Report, 2008

**Town of Colma Master Fee Schedule, January 2012, Interview with Mike Cully, Building Official, Colma Municipal Code Section 3.04, CMC Section 5.13, Ordinance 12, Schedules A and B, CalWater interview July 2012, JUHSD School Impact Fee memo dated June 2008, communication with Jason Chen (Colma Public Works and Engineering)

SAMPLE OF SAN MATEO COUNTY JURISDICTIONS* MULTIPLE-FAMILY DEVELOPMENT- COMPARATIVE FEE ANALYSIS

<u>CITY</u>	<u>PLANNING/BUILDING FEES</u>	<u>IMPACT FEES</u>	<u>TOTAL</u>
BELMONT	59,379	25,927	85,306
BURLINGAME	60,598	58,960	119,558
COLMA **	7,357	89,981	97,338
DALY CITY	64,381	191,310	255,691
FOSTER CITY	40,082	31,560	71,642
MILLBRAE	51,324	121,230	172,554
REDWOOD CITY	45,772	310,525	356,297
SAN CARLOS	146,263	34,509	180,772
SAN MATEO COUNTY	66,992	38,058	105,050
AVERAGE	60,239	100,229	160,468

Source: *21 Elements Technical Advisory Committee Report, 2008

**Town of Colma Master Fee Schedule, Colma Municipal Code Section 3.04, CMC Section 5.13, Ordinance 12, Schedules A and B, CalWater interview July 2012, JUHSD School Impact Fee memo dated June 2008, communication with Jason Chen (Colma Public Works/Engineering)

While Colma's fees are generally much less than those of other jurisdictions in the County for the single-family home prototype, the impact fees collected by the Town for the 10-unit Planned Development (condominium) prototype are higher than many of the surveyed jurisdictions. A large portion of the fees for this development prototype is attributable to the Town's parkland dedication fees, which may be collected in-lieu of a dedication of parkland by a multi-family residential developer. To address this issue, a review of the park impact fees collected by the Town is necessary to ensure the fee amount is justifiable, given the impacts among the various classes of development projects.

Overall, the fees collected by the Town are relatively low and are not considered of such magnitude to inhibit development.

Building Fees

Colma regularly, most recently in 2010, adopts the latest edition of the California Building Code to ensure the health and safety of residents of newly constructed housing. The Town's Building Department enforces the building code. Inspections and approvals are completed promptly and do not add unnecessary delays in the construction of new housing. The building permit plan checking and issuance process is considered to be prompt and efficient, with the initial plan check period extending to a maximum of 10 business days and subsequent submittals plan checked in 5 business days.

Building permit fees for new construction and additions are determined in dollars per square foot based on the occupancy of the use, with the final determination for the occupancy made by the Building Official. Permit fees for alternations, reports and interior changes (tenant improvements) are charged on a sliding scale that is based upon the valuation of the project. Plan check fee are 65% of the permit fees, with a minimum plan checking fee of \$75. The basic fee for electrical, plumbing and mechanical permits is \$25 dollars, with additional fees charged on a line item basis.

Recycling Fees

In March 2004, the Colma City Council passed an ordinance to meet the goals of the California Integrated Waste Management Act of 1989. The ordinance requires that at least 50 percent of the waste tonnage from any demolition project, including concrete and asphalt, (or 15% where there is no concrete and/or asphalt) be recycled and/or reused, consistent with the Act. Prior to demolition and building permit issuance, applicants must comply with the Town's Construction Debris and Demolition recycling ordinance and complete a "Recycling and Waste Calculation Form". At the time of building permit issuance, the applicant posts a deposit, at a rate of \$50 per ton for the percentage of recycled materials calculated. At the completion of the project, it is the contractor's responsibility to demonstrate that they have properly recycled the correct amount of waste generated by submitting receipts,

weight tags, or other records to the Colma's building department for verification. If it is demonstrated that the construction debris recycling goals were met, the full amount of the deposit is refunded. If the amount recycled is less than the required amount, the Town of Colma retains the \$50.00 for each ton not recycled and/or reused. Since waste diversion is broadly required of all jurisdictions under State law, it is noted here as affecting development, but is not viewed as a constraint.

Public Works Fees

There are also public works fees associated with property development. These fees are charged for processing documents necessary to implement a plan to develop a property. Fees are due and payable upon making application, and are non-refundable. These fees are in addition to any other fees set forth in this schedule.

Typical public works fees include sewer connection fees, water meter and service connection fees and sidewalk and special encroachment permits, and the most prevalent associated with residential construction are summarized below.

PUBLIC WORKS FEES - Town of Colma

TYPE OF PERMIT	FEE
Grading Plan Check Fees	
50-2,000 cu. yds	\$80.00 + \$20 per 100 cu. yds.
Grading Plan Checking > 2,000 cu. yds	\$400 + \$2 per 100 cu. yds. (if > 2,000 cu. yds.)
Grading Permit, 50-2,000 cu. yds	\$130.00 + \$20 per 100 cu. yds.
Grading Permit, >2,000 cu. yds	\$530.00 + \$7.50 per 100 cu. yds. (if >2,000 cu. yds.)
Improvement Plan Check Fees	
Contracts of <= \$10,000	5% of contract cost, \$100.00 min.
Contracts between \$10,000-\$100,000	\$500.00 plus 3.5% of contract cost
Contracts >\$100,000	\$3,650 plus 2% of contract cost
Street or easement vacation	\$500.00/first parcel + \$200.00/each contiguous parcel
Lot Line Adjustment by deed	\$400.00
Lot Line Adjustment by Parcel Map	\$200.00 + recording costs
Parcel or Final Map Subdividing Property	\$600.00 + \$50.00 / each lot + recording costs

School Fees

In 1987, Assembly Bill 2926 amended the California Government Code to authorize school districts to levy school impact fees on new residential, commercial and industrial development. There are four school districts that serve Colma: the Bayshore Elementary School District, Jefferson Elementary School District, Pacifica Elementary School District and the Brisbane Elementary School District. There is one high school district, the Jefferson Union High School District. School fees are collected to offset costs of rehabilitation and maintenance of school buildings. Fees are collected on all new construction projects in Colma and on residential remodels in Colma that add 500 square feet or more. Residential school development fees for the Bayshore, Jefferson and Pacifica Elementary School Districts and Jefferson Union High School District are \$2.63 per square foot, and the fee for commercial and industrial projects is \$0.42 per square foot. For the Brisbane Elementary School District the residential school development fee is \$2.97 per square foot and for commercial and industrial projects it is \$0.47 per square foot.

Parkland Dedication

The Colma City Council adopted Ordinance 641 in 2006 to require dedication of land and/or payment of a parkland dedication fee. The parkland dedication fee applies to projects in Colma that require approval of a tentative map or parcel map for residential uses by one or more dwelling units, but exempts subdivisions containing fewer than 5 parcels and not used for residential purposes. This fee is determined by multiplying 0.003 acres per person in the dwelling unit (which is the same as three acres per 1,000 persons) times the total number of dwelling units in the development times the average number of persons per dwelling unit in the subdivision for which the approval of a map is being sought. The ordinance assumes that the average number of persons in a dwelling unit in the subdivision will be 3.47, which is the average occupancy stated by Census 2000. In subdivisions over 50 lots, or, in the case of a condominium project, stock cooperative or community apartment project, if the subdivision contains more than fifty (50) dwelling units, the developer shall both dedicate land and pay a fee. The purpose of collecting these fees is to provide park and/or recreational land for use by the residents of Colma. The Colma Parkland Dedication Fee

ordinance is based on California State enabling legislation, so it is applicable statewide. Therefore, it is not viewed as a constraint to development, as many communities in the area have adopted the same regulations.

Colma regularly adopts the latest edition of the California Building Code to ensure the health and safety of residents of newly constructed housing, most recently in 2007. The Town enforces the building code through its Building Department. Inspections and approvals are completed promptly and do not add unnecessary delays in the construction of new housing.

Local governments typically assess many different types of residential development fees. These include planning fees, building permit and related fees, capital facilities fees and development impact fees. In an August 2008 comparison of fees for construction of a new single-family house in Colma with fees in other San Mateo County cities, Colma's fees fall near the low end of the range, considerably lower than Hillsborough and Redwood City. Residential planning and building fees are broadly required by all jurisdictions in San Mateo County. In Colma, such fees are noted here as affecting development, but are not viewed as a governmental constraint.

In March 2004, the Colma City Council passed an ordinance to meet the goals of the California Integrated Waste Management Act of 1989. The Act requires all California cities and counties to divert away from landfills 50 percent of the waste they generate. Prior to demolition and building permit issuance, applicants must comply with the Town's Construction Debris and Demolition recycling ordinance. All construction-related recycling, reuse and disposal must be documented by receipts, weight tags, or other records in compliance with the Waste Reduction Plan. Since waste diversion is broadly required of all jurisdictions under State law, it is noted here as affecting development, but is not viewed as a constraint.

5.05.325 Governmental Constraints on Homeless Shelter Development

Currently, the Town Municipal Code does not allow for emergency homeless shelters either by right or through a conditional use permit process. While the State of California Community Care Facilities Act requires that jurisdictions allow by right (without requiring discretionary permitting) group homes

providing special services (such as group homes for the developmentally or physically disabled, youth in foster care, or those being treated for substance abuse), the Community Care Facilities Act expressly excludes emergency homeless shelters from its provisions. However, California Government Code 65583 4(A) requires each community to identify one or more zoning districts where emergency shelters are permitted without a use permit or other discretionary permit.

To comply with state law, the Town will undertake a rezoning program by the end of 2010 to allow for emergency shelters by right in at least one zoning designation within the Town. This program is identified in **Section 5.05.500** of this Housing Element.

The program would require an amendment to the Colma Zoning Code to identify a specific zoning district where emergency shelters will be allowed without a conditional use permit or other discretionary permit and without environmental review.¹ The Residential ("R") Zoning district has sufficient capacity to accommodate the need for Colma's emergency shelter needs in a year-round facility. The amendment will ensure that operation of the emergency shelter will be subject to the same development and management standards that apply to other developments in the R zone, and will establish written, objective standards for emergency shelters, for the following²:

- The maximum number of beds or persons permitted to be served nightly by the facility.
- Off-street parking based only upon demonstrated need.
- The size and location of exterior and interior onsite waiting and client intake areas.
- The provision of onsite management.
- The proximity to other emergency shelters, provided that emergency shelters are not required to be more than 300 feet apart.
- The length of stay.
- Lighting.
- Security during hours that the emergency shelter is in operation.

¹ Government Code §65583(a)(4).

² Ibid. The Town may adopt certain fixed standards related to maximum size and number of occupants, parking, management, security, etc.

New development of emergency shelters in Colma will be subject to meeting all adopted development standards in the R zone, including those existing for development of single-family residential uses.

5.05.326 Persons with Disabilities

Reasonable Accommodation. Chapter 5.15.010 of the Colma Municipal Code provides reasonable accommodation to people with disabilities and complies with the Fair Housing Amendments Act of 1988 and the California Fair Employment Act in the application of the Town's zoning, land use laws, regulations, rules, standards, policies, procedures and practices.

A request for reasonable accommodation may include a request for modification or exception to the land use rules for the siting, development and use of housing or housing-related facilities that would eliminate regulatory barriers and provide a person with a disability equal opportunity to housing of that person's choice. Requests for reasonable accommodation are submitted to the City Planner. No fee is required for submitting a letter of request under this chapter or for filing an appeal. All requests made in connection with a project or other land use entitlement applications are processed concurrently with review of such application(s). Public notice of the request for reasonable accommodation is transmitted along with the application notice, in the manner prescribed for the land use entitlements associated with the project. A written decision to grant or deny a request for reasonable accommodation is based on consideration of the following factors:

- 1) Whether the housing, which is the subject of the request, will be used by an individual with a disability under the Act.
- 2) Whether the request for reasonable accommodation is necessary to make specific housing available to an individual with a disability under the Act.
- 3) Whether there is an alternative accommodation which may provide an equivalent level of benefit. However, the City Planner shall give "primary consideration" to the accommodation requested by the applicant, and shall endeavor to provide that accommodation, unless the Town's alternative will provide an equivalent level of benefit and the requested accommodation would fundamentally alter the nature

of the program, service, or activity, or result in an undue financial or administrative burden.

- 4) Whether the requested accommodation would negatively impact surrounding uses or properties.
- 5) Whether the requested reasonable accommodation would impose an undue financial or administrative burden on the Town.
- 6) Whether the requested reasonable accommodation would require a fundamental alteration in the nature of the Town program or law, including, but not limited to, land use and zoning. If the Town determines that a requested accommodation would result in a fundamental alteration or an undue financial or administrative burden, the Town may take any other action that would not result in such an alteration or such burdens but would nevertheless ensure that individuals with disabilities receive equal access to the benefits or services provided by the Town.

The City Planner may impose conditions of approval upon granting a request for reasonable accommodation to ensure that the reasonable accommodation would comply with the findings required. A written notice of decision is then issued either granting or denying the request within 10-days of the noticing period. Appeals on a decision made by the City Planner to grant or deny a request for reasonable accommodation may be appealed to the City Manager.

Zoning: California State law requires that residential care facilities that serve six or fewer residents to be considered a residential property and be treated the same as a single-family home. Therefore, local jurisdictions cannot impose restrictions on these facilities, such as additional parking requirement or conditional use permits, other than the restrictions that apply to other single family homes. Such facilities are however required to have a license to operate from the State (Community Care Licensing) and to meet all of their operating requirements that address health and safety issues.

The Town of Colma does not require a conditional use permit for residential care homes for more than six (6) people in all zones that allow residential uses. There are no additional regulations or restrictions on residential care facilities that serve more than six (6) residents, no parking standards that are specific to residential care facilities and no specific development standards.

The zoning code does not specifically restrict or prohibit residential care facilities for individuals with disabilities. There are no restrictions on distances of care facilities, as State laws addresses overconcentration of facilities as part of the licensing review and issuance. Currently the State law states that, except for residential care facilities for the elderly and alcohol and drug facilities, which must be located at least 300 feet from a similar facility. Occupancy limits are based on the safety requirements of the fire and building codes.

Building Codes. Colma adopted the 2007 California Building Code. Adoption of the Code did not include any amendments that might diminish the ability to accommodate persons with disabilities. While the Town has not adopted universal design elements that address limited lifting or flexibility (e.g., roll-in showers and grab bars), limited mobility (e.g., push/pull lever faucets, wide swing hinges) or limited vision (e.g., additional stairwells and task lighting), the Town would not restrict permits that include accommodations for individuals with disabilities.

Permit and Processing Procedures. Accessibility retrofits are handled through the standard permitting process. The California Building Code provides an option for meeting code requirements, whereby an applicant submits an alternate “methods and means” checklist to the Building Official noting the proposed design, the typical design and the rationale for the request.

A program is included that will provide outreach to local service providers of special needs groups, whereby the Town will assist in the identification and analysis of constraints to the provision of housing for persons with disabilities, including lack of capacity and available resources and unmet needs.

5.05.327 Inclusionary Zoning

Inclusionary zoning programs – including Colma’s – are sometimes perceived as adding to the cost of housing by requiring the market-rate housing units to subsidize the affordable units. This is an area of much dispute, both in the Bay Area and nationally.

In a 2009 case entitled *Palmer v. the City of Los Angeles* (“Palmer”), the California Court of Appeal ruled that the City’s “below market rate”

("BMR") housing requirement could not be imposed on rental housing projects, because this requirement was preempted by the provision of California Civil Code section 1954.52, a statute added by a bill known as the Costa Hawkins Act. This decision has called into question whether the Town of Colma can enforce its inclusionary BMR requirement on rental housing projects.

In Colma's Inclusionary Housing Ordinance, the requirement to add inclusionary units results in substantial costs to a project compared to being allowed to build all market-rate units. Generally, these costs cannot be passed on to other purchasers because buyers will not pay more due to greater development costs; buyers will pay what the market will bear relative to the desirability of the unit, the location and the community. Nor will the developer build for a less profit (unless the developer is unlucky enough to have purchased land and planned a project under one set of assumptions and conditions and must sell units under a different set of conditions as a result of economic climate or change in Town policy). The land price is the variable that adjusts, over time, to absorb the increased costs of development within the community.

If the cost of inclusionary housing programs is not borne by the buyers or renters, but rather the developers (in terms of less profit) or the original landowners (also in terms of less profit), the questions then becomes whether or not inclusionary housing policy unfairly reduces the profit one can realize through development of property. Land is a limited community resource and a jurisdiction such as Colma has discretion in implementing a variety of land use mechanisms that tend to restrict both the value and the particular use of property in order to achieve objectives that meet the greatest overall public good.

In most instances, the State HCD has analyzed inclusionary housing programs as potential constraints on development. While the State indicates that housing element law is neutral regarding mandatory local inclusionary housing programs, the State also notes that there may be tradeoffs that must be discussed in the Housing Element's constraints section. However, Colma's program contains provisions that include incentives and concessions to mitigate these impacts. Constraints, therefore, are offset by such provisions to mitigate them.

Due to Colma's small size and the current housing market slowdown, no units have been constructed required under the Inclusionary Housing program which was adopted in January 2006. The Town does not believe that the Inclusionary Housing program will increase housing costs to the consumer. Ultimately, the developer will charge market rate rents and sales prices on the unrestricted units, regardless of the development costs. Although the program may impact the developer's profit, it is difficult to determine at what point those impacts are great enough to discourage moving forward or decreasing the number of units on a development site. Generally, the cost of land has the most impact on those decisions.

According to the Town of Colma's Inclusionary Housing Ordinance, the following incentives are expressly identified:

- (1) A full or prorated reduction in the number or type (covered or uncovered, tandem, etc.) of off-street parking spaces required per dwelling unit;
- (2) Expedited processing by all Town departments before other residential land use applications regardless of the original submittal date;
- (3) Deferred payment of all city-required fees on a residential development project until issuance of a certificate of occupancy;
- (4) Approval of mixed use zoning;
- (5) Financial assistance; or
- (6) Any other concession or incentive authorized by state law.

In summary, the Town has considered the advantages and disadvantages of the Inclusionary Housing program and has determined that the benefits outweigh the costs, especially since developers are afforded incentives to mitigate the costs. However, in light of the *Palmer* case, Program 3.2 would require the Town to suspend or repeal the Town's Inclusionary Housing Ordinance.

5.05.330 NON-GOVERNMENTAL CONSTRAINTS

5.05.331 Land Use Constraints



Cemeteries comprise approximately 76% of the Town's land area, placing a significant constraint on housing development.

The Town of Colma was incorporated for the purpose of preserving in perpetuity the use of land for cemeteries. Cemetery and related uses have historically been the primary and most extensive land use zone in the Town. Colma's cemeteries serve populations throughout a region stretching from the City of San Francisco to the north and the City of San Jose. By absorbing the regional need for cemetery land, Colma has made more land available throughout the Peninsula for housing development.

Approximately 76 percent of the Town's land area has been dedicated for uses associated with cemeteries, including funeral homes, chapels, burial sites, and crematoriums. By law, the dedication of property for cemetery uses makes these lands unavailable for housing projects. This is a non-governmental constraint that cannot be mitigated by responsive programs. See *Table H-20*, below, for a detailed land use breakdown.

Cemeteries may constrain residential development in a number of ways. Cemeteries can suffer from vandalism when residential uses are built nearby. Additionally, some cultural groups and individuals may avoid living near cemeteries if at all possible. Many of Colma's cemeteries are approaching the maximum capacity of ground burials and are now focusing on construction of mausoleums and columbariums to conserve land area. One of Colma's cemeteries with extensive land reserves is the Holy Cross Catholic Cemetery, with over 100 acres of land dedicated for future ground burials on the east side of Hillside Boulevard.

Colma's cemetery uses also place considerable fiscal constraints on the Town, which receives no tax revenue from cemetery uses or burials. This financial constraint increases the importance of the Town's regional commercial uses to fund Town services.

Table H-20: Colma Existing Land Use Breakdown

Land Use	Acres	Percent of Total Town Area
Cemetery, Memorial Park and Open Space Uses	933.1	76.3%
Commercial Land Use	159.7	13.1%
Circulation Infrastructure	83.0	6.8%
Residential Land Use	22.1	1.8%
Executive, Administrative and Office Uses	18.0	1.5%
Public Uses	4.0	0.3%
Planned Development (includes mixed use)	2.4	0.2%
<i>Total</i>	<i>1,222.3</i>	<i>100%</i>

Despite these significant fiscal constraints, there are areas in the Town which are available for the development of high density residential uses and a variety of housing types. Specifically, those areas include the mixed use areas identified along El Camino Real, and the existing Sterling Park neighborhood which has sites suitable for infill single family residential development.

5.05.332 Housing Cost and Financing Availability

Housing costs and financing terms are major determinants to homeownership. Prior to late 2008, financing for most potential homeowners was readily available in the Bay Area. Starting in late 2008, it became harder to get a home purchase loan, even as average interest rates have fallen to around five percent. In particular, people with a short credit history, lower incomes or self-employment incomes, or those with other unusual circumstances, have had trouble qualifying for a loan or were charged higher rates.

The availability of financing at attractive rates can significantly impact a household's ability to purchase a home. A 30 year home loan for \$400,000 at five percent interest has monthly payments of roughly \$2,150. A similar

home loan at seven percent interest has payments of over 23 percent more, or \$2,660.

Financing availability also impacts the ability of developers to construct new homes. Construction loans for new housing are difficult to secure in the current market. In past years, lenders would provide up to 80 percent of the cost of new construction (loan to value ratio). In recent years, due to market conditions and government regulations, banks require larger investments by the builder. This has resulted in many builders finding it nearly impossible to get construction loans for residential property. More complicated projects, like mixed use developments, are often the hardest to finance. Nonprofit developers of affordable housing or homeless-related shelters or transitional housing may also find it especially difficult to secure funding from the private sector, while the current economic crisis also may impact the availability of government grants and private donations.

5.05.333 Foreclosures

The current economic crisis has resulted in a significant number of homes going into foreclosure, as homeowners find themselves unable to make mortgage payments, either due to rising adjustable interest rates, loss of employment, or the significant loss in value of their home. Compared to other sub-regions of the Bay Area, San Mateo County jurisdictions have seen relatively lower rates of foreclosure. Colma has not seen a significant increase in the number of foreclosures as of May 2009.

5.05.334 Land and Construction Costs

Generally, San Mateo County is a desirable place for housing and available land is in short supply. These factors contribute to high land costs, both throughout the County and within Colma.

Land costs vary with permitted density. Generally, multifamily and mixed use land costs more than land for single family construction. Based on a typical multifamily construction in San Mateo County, land costs add \$40,000-\$60,000 per unit, but can run upwards of \$75,000 per unit in some locations. Higher permitted densities generally result in higher land costs. In some of the most density-rich areas of the County, including parcels along

the El Camino corridor, land costs range from roughly \$2 million to \$5 million per acre. For San Mateo County, land costs average around 15-20 percent of construction costs for multifamily and 40 percent of construction costs for single family.

Construction costs include both hard costs, such as labor and materials, and soft costs, such as architectural and engineering services, development fees and insurance. For multifamily homes in San Mateo County, hard costs account for 60-65 percent of the building cost and soft costs average around 15-20 percent (the remaining 15-20 percent is land costs). For single family homes, hard costs often are roughly 40 percent of the total cost, soft costs are 20 percent and land is the remainder. According to the Association of Bay Area Governments (ABAG), wood frame construction at 20-30 units per acre is generally the most cost efficient method of residential development. Single family homes construction costs roughly \$125 per square foot for a two story house and \$160 for a three story home.

Costs can change dramatically over time. For instance, in late 2008 and early 2009, construction costs dropped roughly ten percent.

5.05.335 Environmental Conditions

In Colma, residential development is not significantly constrained by local environmental conditions. Geotechnical hazards, noise level incompatibility, and flooding considerations are described in more detail in the following section. Land use incompatibility between housing and cemeteries is discussed in **Section 5.05.321**.



The parking structure serving the Colma BART Station seen in the distance, over homes in Colma's Sterling Park neighborhood. Colma residents can easily access both the Colma BART Station and the South San Francisco BART Station. It is anticipated that parcels near these stations will see high density, mixed use development.

A. Noise Incompatibility

Residential areas subjected to exterior noise levels of 60 dB or higher are less desirable than quieter living environments. No portions of Colma are subject to continuous, extremely high level noise sources. The higher noise levels are associated with vehicular travel along major streets in Colma which reach 80 dB at the roadside. Most affected would be the El Camino Real, Mission Road and the

Sterling Park residential areas. Noise effects can be mitigated by noise barriers, building orientation and the use of insulating construction materials. In order to minimize noise impacts, the Town worked closely with BART engineers to ensure that the extension of BART's turn back track and rail line was built below grade through Colma.

B. Geologic and Seismic Safety

The extent of constraint due to geologic factors is very small in Colma. The Town of Colma is situated in the Colma Valley associated with the Colma Creek drainage. Recent coarse-grained alluvial deposits are found along the main drainage paralleling El Camino Real, and older coarse-grained alluvial deposits extend back several thousand feet from the drainage toward the Town boundaries. The easterly Town boundary follows the lower slopes of San Bruno Mountain where limited serpentine and greenstone outcrops have been mapped. Slopes are flatter than 30 percent throughout the Town, with few exceptions. Where artificial cuts have been made in the alluvium there is minor landslide potential. This could affect the westerly edge of the Sterling Park area, which is on a bluff above El Camino Real. The recent alluvial materials closest to the Colma Creek drainage corridor have a minor potential for lateral spreading during seismic shaking. Two inactive fault traces, the San Bruno Fault and the Hillside Fault, are mapped through Colma. Very strong shaking would be expected from a seismic event along the active San Andreas Fault, located one mile west from the Town's westerly boundary, or the San Gregorio Fault, which runs along the San Mateo coast.

C. Flood Hazard

Land subject to flooding is concentrated along Colma Creek, which generally parallels El Camino Real. Box culverts along both F Street and at Mission Road remove peak flow from the existing channel. The box culvert daylights into the open creek channel just south of the future South San Francisco BART Station where the creek has increased capacity. Other locations along the Creek may be subject to minor flooding during a major storm. This constraint could affect new development adjacent to the creek. However, mitigation can be accomplished through the provision of on-site stormwater detention and/or raising ground floor elevation to above the 100-year flood level.

5.05.336 Public Transportation

Regional public transportation is easily accessible from the major residential area of Colma, at the Colma BART Station at the north end of Town and the South San Francisco BART Station at the south end of Town. The Colma BART Station, located off of El Camino Real and across from the Sterling Park residential area, is expected to encourage private development of higher density residential and mixed uses on parcels adjacent to both the Station and El Camino Real. The South San Francisco BART Station may also continue to stimulate development of higher density residential and mixed uses on and around Mission Road, both within Colma and adjacent areas.

5.05.337 Opportunities for Energy Conservation

Colma encourages its residents to increase energy efficiency, and provides information to the public on measures one can take to increase energy conservation. The Town recently expanded its efforts to be a more sustainable community by joining the International Council for Local Environmental Initiatives (ICLEI), which works collaboratively to identify and to reduce existing greenhouse gas (GHG) emissions. Through this collaboration, the Town has completed a GHG inventory of Colma's residential and government operations and their GHG emissions. The Town is currently preparing a Climate Action Plan which will include programs and policies to reduce GHG emissions.

The Town of Colma enforces current State standards for energy efficiency in new construction. All new construction must conform with the State of California's residential building standards for energy efficiency (Title 24 of the California Administrative Code). Title 24 Standards were established in 1978 to ensure that all new construction meets a minimum level of energy efficiency standards. Title 24 is updated annually.

In 2004, the Town adopted a Construction Demolition and Debris (CD&D) ordinance that requires the recycling and salvaging of construction and demolition materials. The ordinance reduces the amount of materials sent to landfills and conserves energy through the reuse and recycling of materials. Town staff monitors and enforces the CD&D program, which diverts more than 50% of materials from landfill.

Pacific Gas and Electric Company (PG&E), which supplies all of the electric and gas service to the Town, offers a number of programs that provide residents and businesses with the opportunity to conserve energy. The State Energy Commission also offers rebate programs and other programs for low-income residents. A program to encourage the use of cool roofing systems and other energy conservation measures has been included in this Housing Element.